CAP PILOT FLIGHT EVALUATION - AIRPLANE DATE OF CHECK:

MEMBER'S NAME (print or type)	CAP MEMBER EXP DATE	CHARTER NO	AIRCRAFT

TYPE CHECK: (Check all satisfactorily completed flight checks)

___Initial ___Multi-Engine ___Instrument
___Annual Standardization ___Cadet Orientation ___Other _____
___Instructor/Check Pilot ___Night Orientation

INSTRUCTIONS

Sections I and II may be completed separately within a 30-day period before the flight check. All items for the appropriate type check must be completed indicating S - Satisfactory, U – Unsatisfactory or V - Verbally. If a member can satisfactorily perform the more complex maneuvers, less complex maneuvers need not be accomplished at the discretion of the check pilot. Night orientation is for familiarization only and required only at the discretion of wing commanders or higher. Pilots are evaluated on their ability to satisfactorily perform the tasks assigned, knowledge of procedures, smoothness, judgment, and mastery of the aircraft. Failure to meet the standards of performance for any task performed will result in an unsatisfactory evaluation. Tolerances specified in the appropriate FAA Practical Test Standards represent the minimum performance expected in good flying conditions. Individuals holding an instrument rating or ATP certificate are required to demonstrate instrument proficiency on a CAPF 5 flight check or be restricted from exercising instrument privileges on CAP flight activities.

I. ORAL DISCUSSION		**VII. INSTRUMENT REFERENCE MANEUVERS**	
A. CAPF 5 Written Exam		A. Straight & Level Flight	
B. Review CAPR 60-1 & Supplements		B. Constant Airspeed Climbs	
C. Review Flight Release Procedures		C. Constant Airspeed Descents	
D. Review CAPF 9 Requirements		D. Turns To A Heading	
E. Local Procedures		E. Unusual Flight Attitudes	
II. PREFLIGHT PREPARATION		F. Radio Nav & Radar Services	
A. Certificates & Documents		**VIII. FLIGHT AT CRITICALLY SLOW AIRSPEEDS**	
B. Obtaining Weather Information		A. Full Stalls - Power Off	
C. Determine Weight & Balance		B. Full Stalls - Power On	
D. Determine Takeoff Performance		C. Maneuvering At Crit Slow Airspeed	
E. Determine Cruise Performance		D. Constant Altitude Turns	
F. Determine Landing Performance			
G. Cross-country Flight Planning		**IX. GROUND REFERENCE MANEUVERS**	
H. Airplane Systems		A. Rectangular Course	
I. Aeromedical Facts Understanding		B. S - Turns Across A Road	
III. GROUND OPERATIONS		C. Turns Around A Point	
A. Visual Inspection		**X. NIGHT FLIGHT OPERATIONS**	
B. Cockpit Management		A. Preparation & Equipment	
C. Starting Engines		B. Night Flight Procedures	
D. Taxiing		C. Factors Essential To Night Flight	
E. Pre-takeoff Check		D. Airplane & Airport Lighting	
F. Takeoff Briefing		**XI. EMERGENCY PROCEDURES**	
G. Post-flight Procedures		A. Emergency Approach & Landing (sim)	
IV. AIRPORT & TRAFFIC PATTERN OPS		B. System & Equipment Malfunction	
A. Radio Comm & ATC Light Signals		C. POH Bold Face Knowledge	
B. Surface and Traffic Pattern Operations		D. Emergency Descent	
C. Airport & Runway Markings & Lighting		**XII. APPROACHES & LANDINGS**	
V. TAKEOFF & CLIMBS		A. Normal Approaches and Landings	
A. Normal Takeoff & Climb		B. X-wind Approaches and Landings	
B. Crosswind Takeoff & Climb		C. Forward Slips to Landing	
C. Short-field Takeoff & Climb		D. Go-around	
D. Soft-field Takeoff & Climb		E. Short-field Approach & Landing	
VI. CROSS-COUNTRY FLYING		F. Soft-field Approach & Landing	
A. Pilotage & Dead Reckoning		**XIII. SAFETY AWARENESS**	
B. Radio Navigation		A. Clearing Turns and Collision Avoidance	
C. Diversion		B. Vigilance, Risk Management & Judgement	
D. Lost Procedures		C. Fuel Management	

Continue on Reverse

XIV. INSTRUMENT PROFICIENCY		F. Determine Weight & Balance	
A. Ground Prep (WX, AC systems, Flt Plan)		G. Normal & Crosswind Takeoffs	
B. Air Traffic Procedures		H. Normal Climbs	
C. Compliance with ATC Clearances		I. Maximum Performance Takeoff & Climb	
D. Holding Procedures		J. Flight at Critically Slow Airspeed	
E. Flight By Reference to Instruments		K. Emergency Procedures	
F. Recovery from Unusual Attitudes		(1) System & Equipment Malfunctions	
G. Intercept & Tracking (VOR & NDB)		(2) One-engine Operation	
H. Instrument Approach Procedures		(3) Engine Failure/Takeoff Below VMC	
ILS/MLS Approach		(4) Engine Failure/After Liftoff	
VOR/VORTAC Approach		(5) Engine Failure/En Route	
NDB Approach		(6) Engine Out Maneuvering	
Circling Approach		(7) Approach & Landing	
Missed Approach		(8) Minimum Controllable A/S Demo	
XV. MULTI-ENGINE PROCEDURES		(9) Instrument Flight Procedures	
A. Airplane Systems and Operation		(a) Single-engine Precision Approach	
B. Use of Minimum Equipment List		(b) Single-engine Non-prec Approach	
C. Determine Takeoff Performance		(c) Single-engine Circling Maneuver	
D. Determine Cruise Performance		(10) Normal & Xwind Approach/Landing	
E. Determine Landing Performance		(11) Go-around	

REVIEW OF CERTIFICATES AND DOCUMENTS (VERIFIED BY CHECK PILOT)
FAA Pilot Certificate No: _____ FCC Radio Telephone Permit Date (If Applicable):_____
FAA _____ Class Medical, Issue Date:_____ FAA BFR DATE:_____

I certify that I have read and understand all applicable FAA, CAP, and state regulations pertaining to flying subject aircraft. I acknowledge any restrictions or training requirements stated above. I also understand that maintaining currency, recurring requirements, and compliance with applicable directives is my personal responsibility.

DATE	MEMBER'S NAME & GRADE (Print or Type)	MEMBER'S SIGNATURE

I certify that I have administered a CAP flight check as indicated and that the below named CAP member:
(Evaluator initial blanks)

_____ Has a current CAPR 60-1 and is aware of the Statement of Understanding requirements.
_____ Has demonstrated proficiency required to fly the indicated aircraft.
_____ Has demonstrated proficiency required to be a cadet orientation pilot.
_____ Has demonstrated instrument proficiency.
_____ Is not qualified. Requires additional training and recheck.

COMMENTS: (For annual standardization evaluation: List all airplanes the member is qualified to fly.)

DATE:	FLIGHT TIME:	EVALUATOR'S NAME & CERT NO:	EVALUATOR'S SIGNATURE:

NAME & GRADE OF UNIT OPERATIONS OFFICER:	SIGNATURE:	DATE:

STATEMENT OF UNDERSTANDING
1 January 1992

In order to fly CAP aircraft, I understand I must meet Federal Aviation Administration and CAPR 60-1, *Flying, CAP Flight Management*, requirements. I understand that these directives are changed from time to time and it is my responsibility to know and comply with these changes. I also understand that violation of these requirements may result in action being taken against me under the provisions of CAPR 60-1 and CAPR 62-2, *Safety, Mishap Reporting and Investigation*. I understand the provisions of CAPR 62-2 and CAPR 900-5, *The CAP Insurance/Benefits Program*, regarding liability for damage to CAP property.

_____ _____

Signature Date

NOTE: A copy of this statement will be retained in the pilot's flight records.

AIRPLANE QUESTIONNAIRE

Name: _____ Grade: _____ CAPID: _____

Unit: _____ Date: _____

Check Pilot: _____ Grade: _____ CAPID: _____

Score: _____ Type/Model Aircraft: _____

Complete this open book questionnaire using the *Flight Manual/Pilot's Operating Handbook*. If a question or part of a question is not applicable, write in NA. The check pilot will review and grade the questionnaire. Minimum passing score is 80%. The completed questionnaire will be filed in the pilot's flight records.

1. Approved fuel grades and colors are: _____
2. Location/capacity of each fuel tank is: _____
3. Total usable fuel under all flight conditions is _____ gallons.
4. Endurance at 75% power, 7,500-foot MSL, with a 45-minute reserve is _____ hours.
5. What make and grade oil is used? Winter: _____ Summer: _____
6. Oil capacity is _____ quarts. Minimum oil quantity for take off is _____ quarts.
7. Minimum oil pressure is _____ psi. Maximum oil pressure is _____ .
8. Maximum oil temperature is _____ degrees (F or C) _____ .
9. Magnetos are checked at _____ RPM. RPM drop should not exceed _____ RPM on either magneto or _____ RPM differential between magnetos.
10. Maximum RPM and MP for takeoff are _____ and _____ in/Hg.
11. Maximum gross takeoff weight is _____ pounds. Empty weight is _____ pounds. Useful load is _____ pounds. Maximum landing weight is _____ pounds.
12. Baggage compartment locations/weights are: _____
13. Give the IAS at maximum gross weight for:

    a. Va (maneuvering speed). _____
    b. Vso (stall, landing config, power. off). _____
    c. Vs1 (stall, cruise config, power. off). _____
    d. Vy (best rate of climb, sea level). _____
    e. Vx (best angle of climb, sea level). _____
    f. Vmc (minimum control speed – multi-engine only). _____
    g. Best glide speed. _____

14. Give the immediate action/memory items for:

    a. Engine failure immediately after takeoff.

    _____

    b. Fire during cranking and engine fails to start.

    _____

    c. Engine fire in flight.

    _____

    d. Electrical fire in flight.

    _____

Continue on Reverse

Airplane Questionnaire (Continued)

15. Normal takeoff flap setting is _____ , short field takeoff setting is _____ , and soft field takeoff flap setting is _____ .
16. Maximum demonstrated takeoff/landing crosswind component is _____ knots.
17. Given: PA = 4,000 feet; Temp = 86^{o} F; Runway 27; Wind 320^{o} at 14 knots; runway is paved, level, and dry; aircraft is at maximum takeoff weight.

    Find: Total takeoff distance to clear a 50-foot obstacle: _____
18. Given: PA = 6,000 feet; Temp = 68^{o} F; wind calm; runway is paved, level, and dry; aircraft is at maximum landing weight.

    Find: Total landing distance to clear a 50-foot obstacle: _____
19. Landing runway 22; wind 190o at 22 gusting to 30 knots. Will the maximum demonstrated crosswind component for this aircraft be exceeded? _____